



VISION ZERO ACTION PLAN

June 8, 2023 – Briefing to PBTSAC for FY24/25 Work Plan

Agenda

Vision Zero implementation and planning schedule

Overview of current and future budget

Overview + Q&A for FY24/25 Work Plan



Vision Zero Action Plan Overview

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ACTION PLAN vs. WORK PLAN

Action Plan – the Vision

- Sets the Vision Zero agenda with 45 actions to advance between 2021 and 2030.
- Specifies what should be done but does not specify the projects or level of effort (i.e., not tied to current resources).
- Ten of the 45 are priority actions given their evidence for reducing serious and fatal collisions.
- Example – S-1: High Injury Network - Implement safety countermeasures on identified high-risk road segments and intersections. The County must coordinate with the State for state-maintained portions of the network.

Work Plan – the Reality

- Populates the 45 action items with funded projects, activities, and campaigns for the next two fiscal years.
- As county or grant funding changes, the work plan changes. For example, FY23 budget added funding for ~4,000 linear feet of sidewalk construction for Safe Routes to School. This new funding was added under S-9 as a new work item.
- Example – S-1: High Injury Network – In FY25, advance 3 road audits, begin design on 2 corridors and begin construction on short term recommendations for 2 corridors.

ACTION PLAN & WORK PLAN

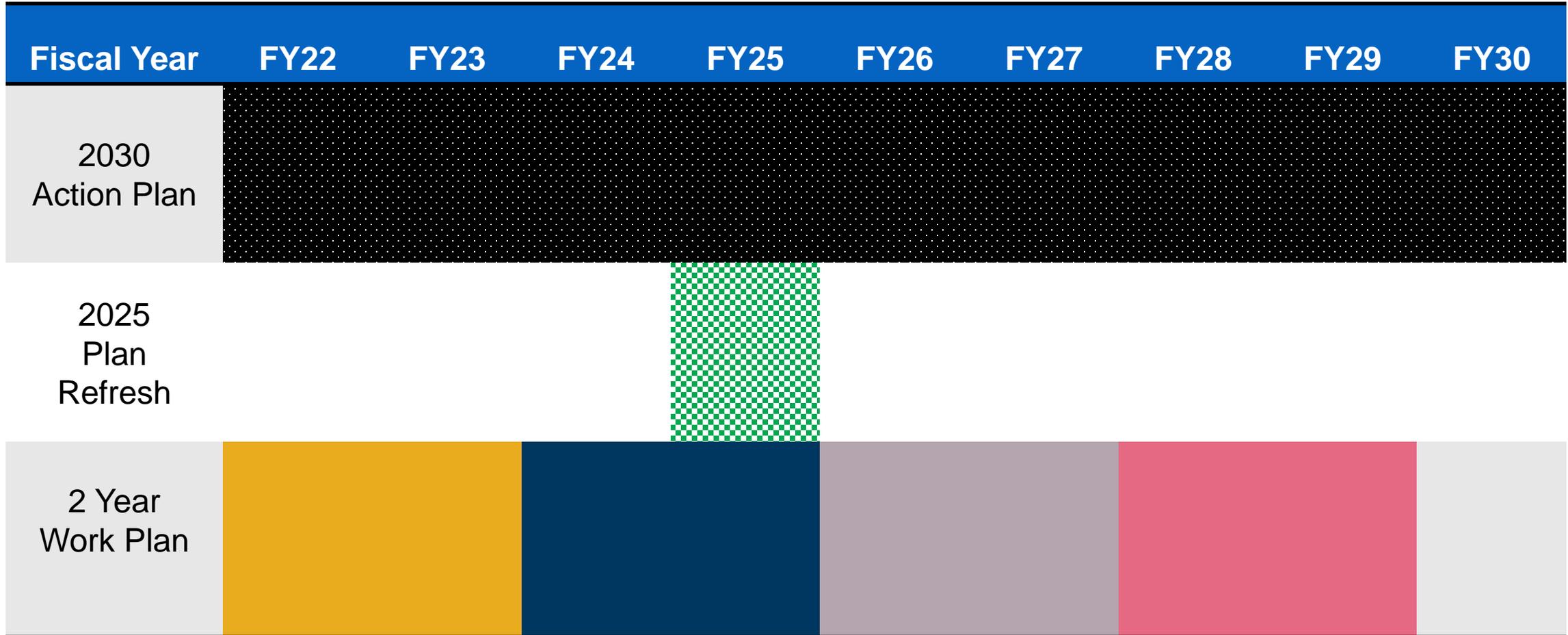
How the long-term and short-term plans relate

2030 Plan	Vision Zero						
Plan Pillars	Complete Streets		Multimodal Future			Culture of Safety	
Safe System Alignment	Safe Streets	Safe Speeds	Safe Transportation	Safe & Sustainable Communities	Safe Vehicles	Safe People	Safe Post-Crash Emergency Response and Care
Actions	17 Actions	3 Actions	10 Actions	1 Action	2 Actions	10 Actions	2 Actions
FY24 Draft Work Plan*	39 Tasks	4 Tasks	16 Tasks	7 Tasks	3 Tasks	21 Tasks	2 Tasks

*Tasks can have multiple sub-projects.

Update Cycle

Aligning budget and latest evidence-based actions to plan



 We are here

Budgets and Fiscal Plan

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Operating vs Capital Budget

Operating Budget: Services

- Updated annually and starts July 1.
- Pays for services with the largest component salary and benefits for county employees.
- Must balance revenue and expenditures.

Capital Budget: Facilities

- Updated biennially with amendments in the off-year to reflect budget and schedule changes.
- Pays for new school buildings, fire stations, libraries, recreation centers, roads, bike lanes, etc.
- Funded primarily through the issuance of bonds. As a AAA rated government, Montgomery County typically pays lower interest compared to lower rated jurisdictions.
- Displays spending for six fiscal years. Current CIP is FY23-28 with FY25-30 currently under development.
- Must balance revenue and expenditures.

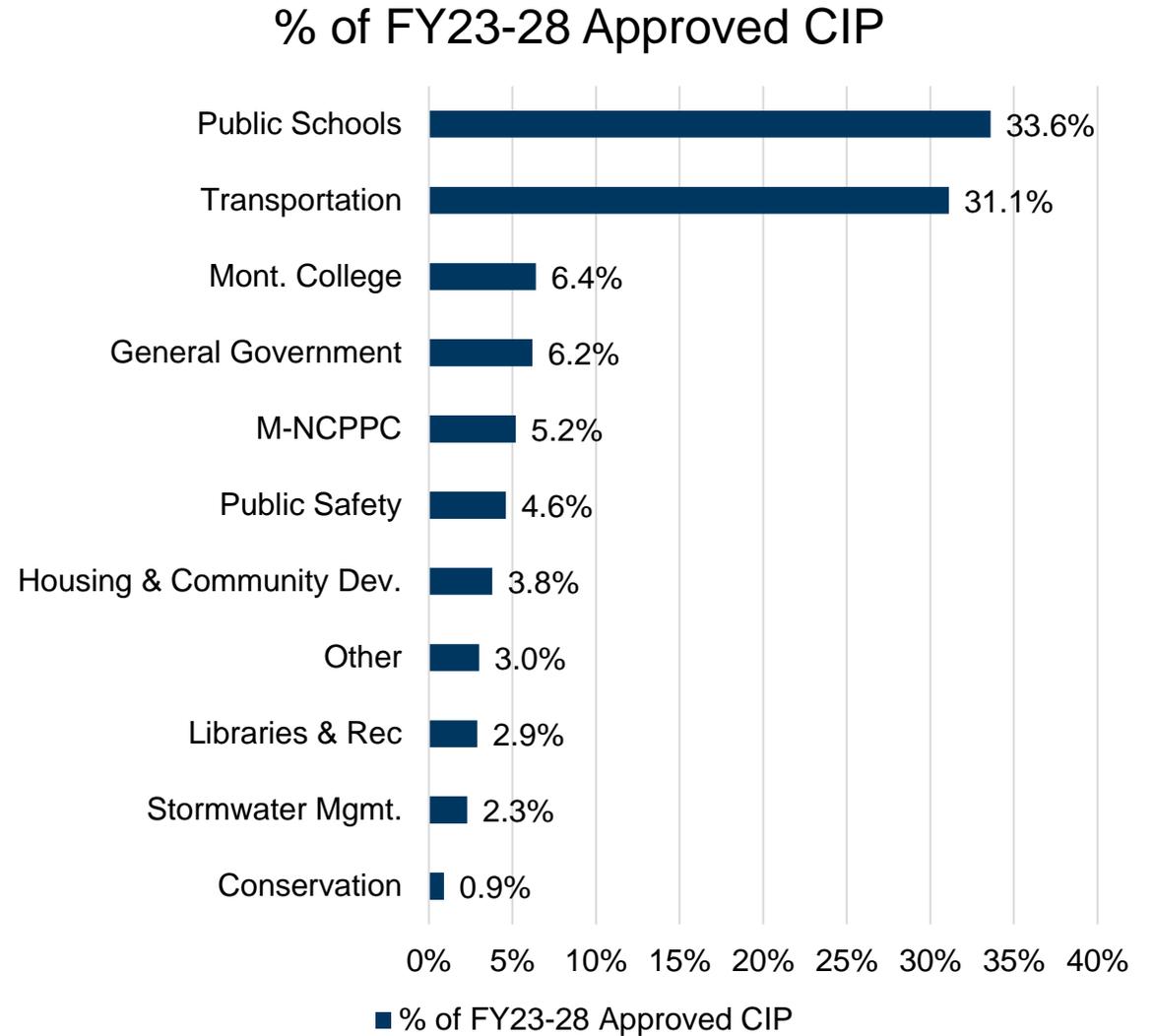
FY23-28 CIP

\$5.3 billion over six years

Public Schools and Montgomery College represent 40% of fiscal years 23-28 capital expenditures.

The next largest category is transportation at 31% (\$1.64 billion) covering new projects, roadway maintenance, and maintaining/expanding Ride On.

SOURCE: [MCG OMB FY23 Approved CIP](#).

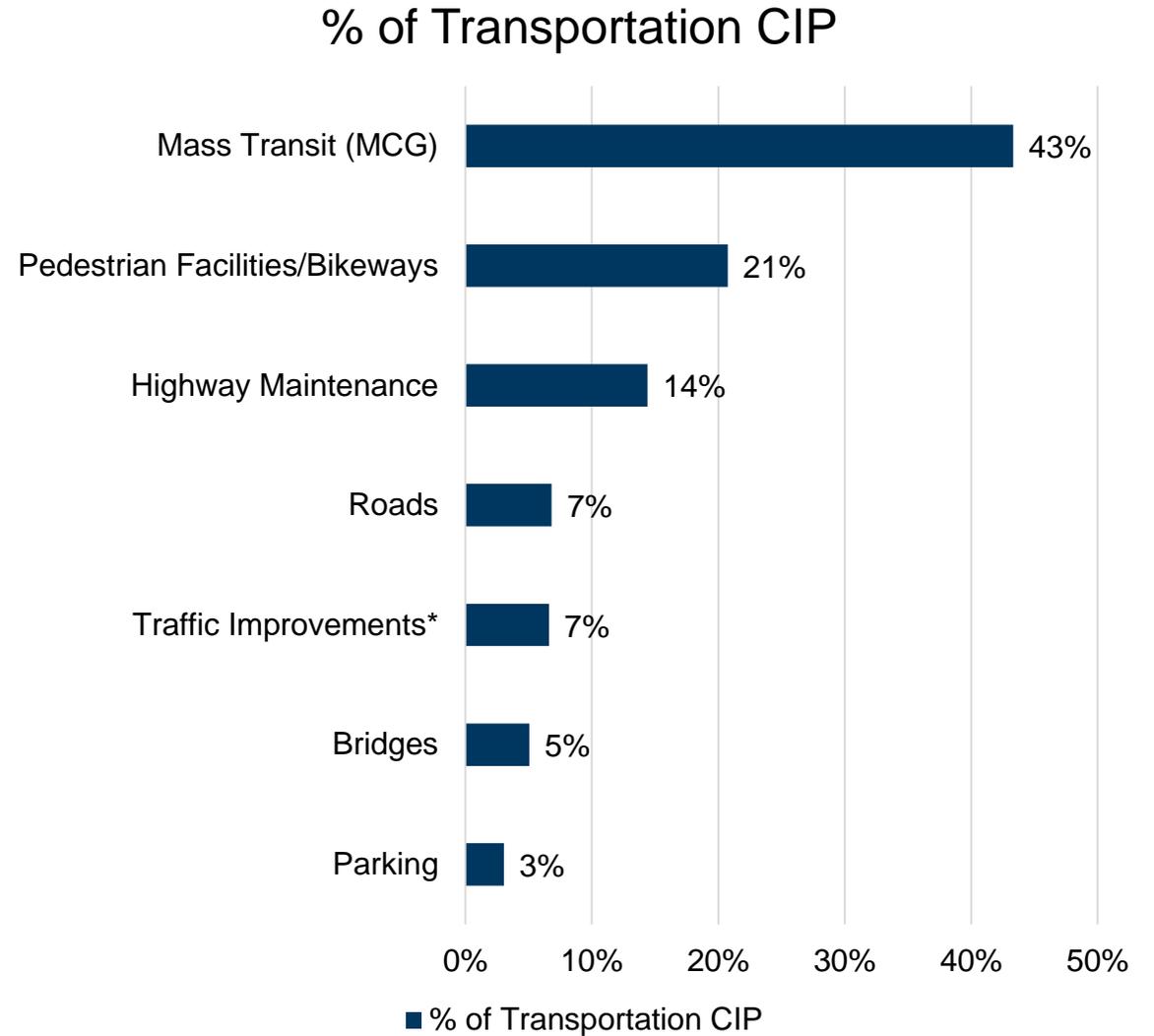


FY23-28 CIP Transportation Sub-Categories

\$1.6 billion over six years

Mass transit is the plurality of FY23-28 transportation spending at 43% with pedestrian and bicycle facilities at 21% (\$340 million). Many transit projects include improving non-auto connections to future bus rapid transit and Purple Line stations.

SOURCE: [MCG OMB FY23 Approved CIP](#).



*Sub-category includes projects dedicated for pedestrian and bike safety.

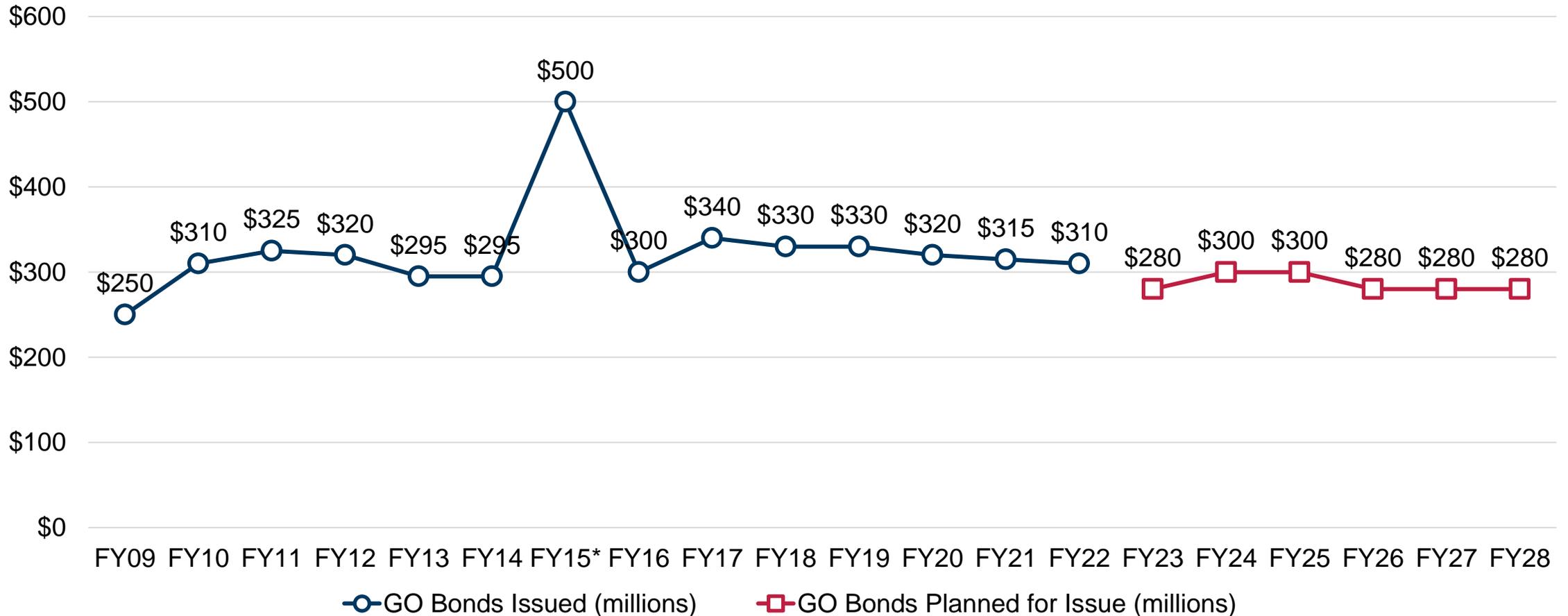
Capital Budget Challenges

On-going needs across all categories with inflationary pressures

- Great Needs
- Inflation
- Volatile revenues for CIP funding sources such as Impact and Recordation Taxes
- Limited Resources

General Obligation (GO) Bond Issuance, FY09-22 & Planned for Issue FY23-28

GO Bonds are the largest revenue source for CIP projects

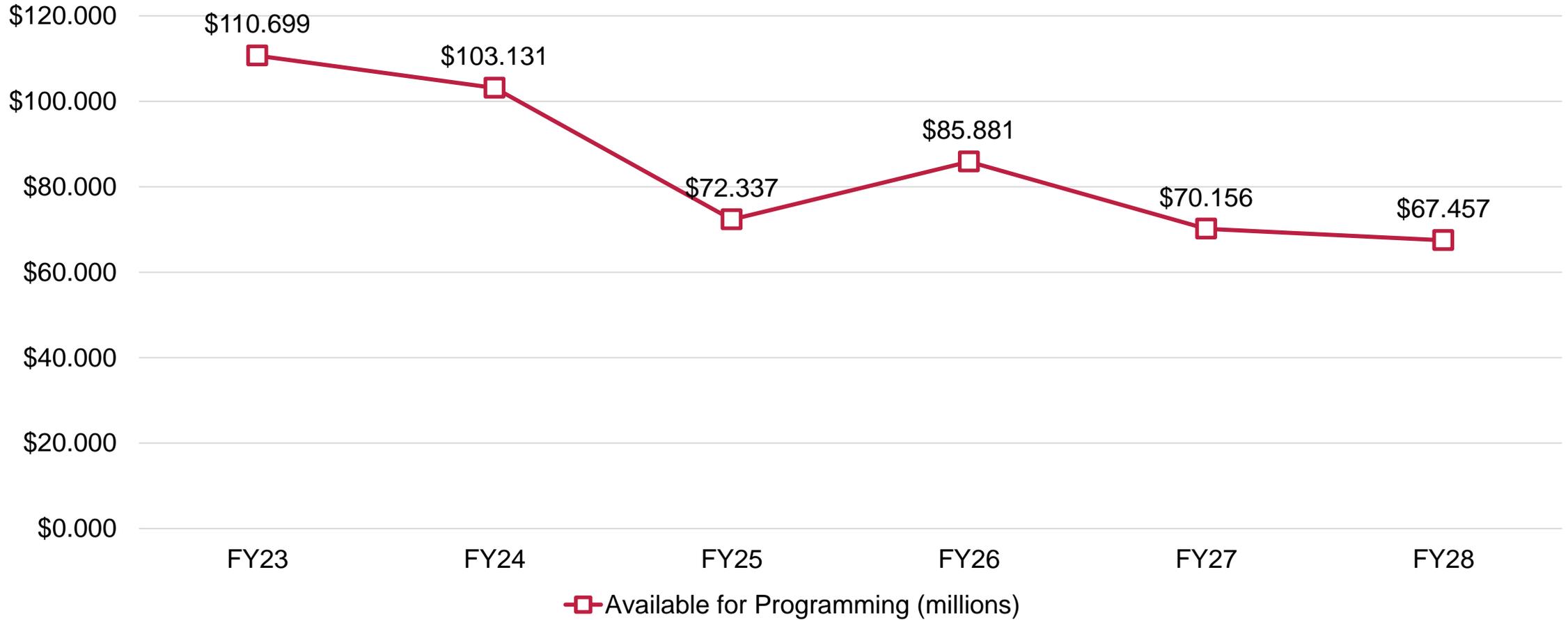


*FY15 General Obligation Bond issuance includes retirement of interim financing for the Smart Growth initiative.

Sources: [Spring 2023 CAB Capital Budget Forums Overview](#), [FY24-29 Fiscal Plan](#)

Future GO Bond Funding for Transportation Projects

GO Bonds are the largest revenue source for CIP projects



Source: [FY24-29 Fiscal Plan](#), p 2-4.

Outside Opportunities

Competitive grant and technical assistance programs at regional, state, and federal

- Continuing the practice from the FY22-23 Work Plan, the FY24-25 Work Plan lists out potential external resources that could aid the advancement of the action item.
- Since these are competitive programs, awards are not assumed in the work plan, but if awarded will be included in the quarterly progress updates.
- External sources include, but not limited to:
 - USDOT Safe Streets and Roads for All Program - \$1 billion annually for creating and implementing safety action plans. Awards can go towards planning, design, and construction.
 - Transportation Planning Board Regional Roadway Safety Program and Transportation-Land Use Connections Program – study or preliminary design for projects.
 - State Highway Administration – advancing project design and construction
 - Transportation Alternatives Program & Recreational Trails Program
 - Highway Safety Improvement Program
 - Kim Lamphier Bikeways Network Program
 - Maryland Highway Safety Office: Grants and Projects for Safety – grants for education and law enforcement activities.

Vision Zero FY24/25 Work Plan

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Overview of FY24/25 Work Plan

What's new? What's on-going?

- **Advancing projects along High Injury Network corridors and in Equity Emphasis Areas.** 9 of the top 10 County HIN corridors listed in the 2030 Action Plan have or will be studied by the end of FY24. MCDOT continues to seek grant support to advance design and construction of these critical corridors.
- **Continued partnership with municipalities, SHA, and other County agencies.**
 - SHA is advancing two road safety audits as part of the new [Pedestrian Safety Action Plan](#).
 - Partnering with municipalities on joint outreach and planning efforts.
 - Working with MCPS on bus stop safety.
 - Working with M-NCPPC on joint policy updates.
- **Process evaluations to improve delivery and equity.** Reviewing community requests compared to known areas of need. Continued roll out of new sidewalk request system.

Project List vs. Level of Effort

Specific Project Locations Listed

- Larger effort typically lasting a year or longer.
- Standalone CIP projects with dedicated funding.
- Limited schedule flexibility.
- Examples: FY24 High Injury Network projects (S-1), bikeway projects (S-7), business district lighting projects (S-11), bus rapid transit projects (T-1).

Level of Effort

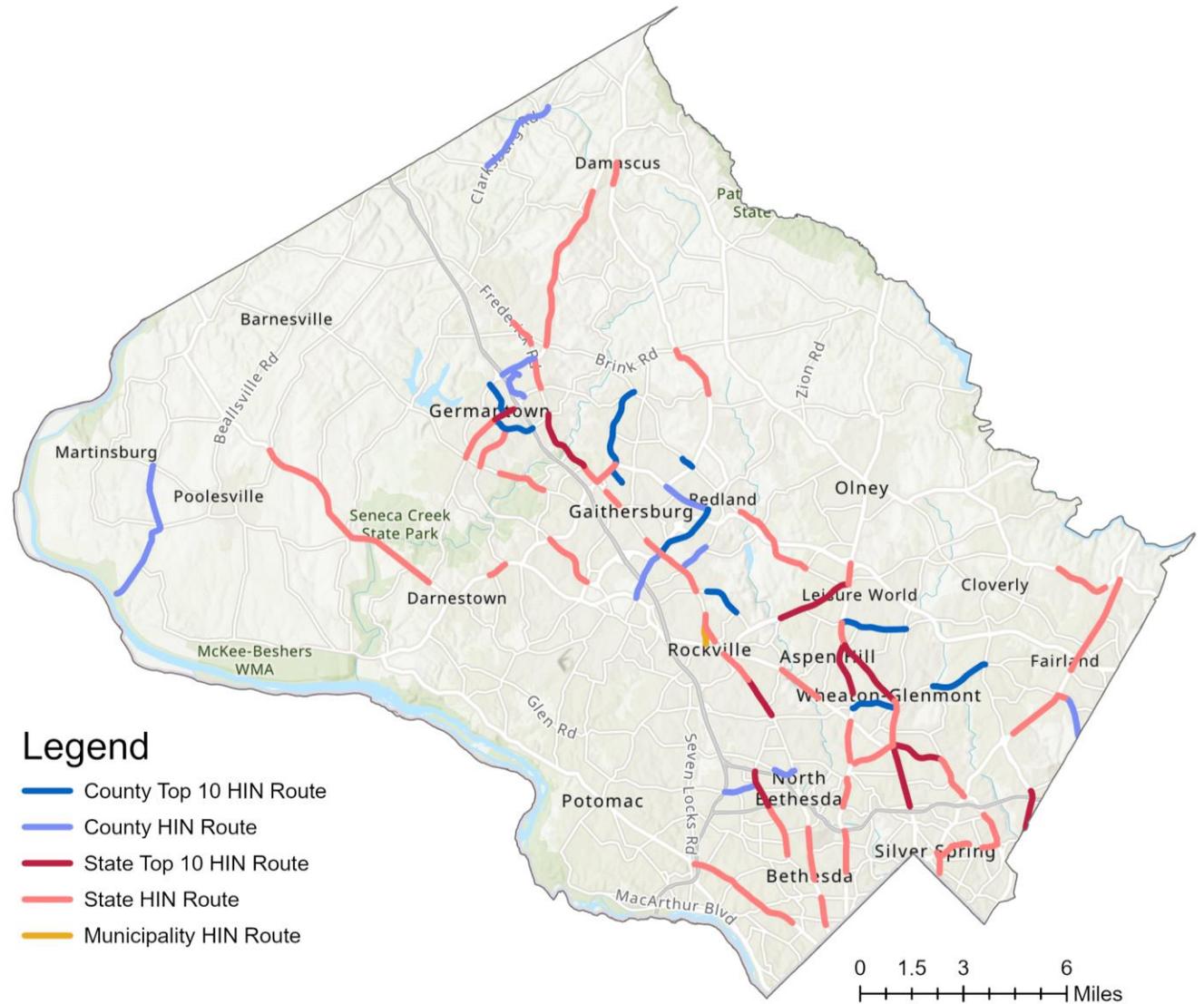
- Smaller project or many smaller parts across multiple locations.
- Work done throughout the year for outreach and law enforcement.
- Working through a queue with dynamic project schedule (i.e., if one project is not ready to go can move to the next on the list).
- Examples: signal/beacon installations (S-3), trail crossing improvements (S-8), new and on-going safety campaigns (P-1), automated enforcement (P-5).
- Work done under each level of effort project specified during quarterly implementation updates.



Complete Streets

High Injury Network

Corridors with the highest rates of serious and fatal crashes



Service Layer Credits: Esri, NASA, NGA, USGS, City of Gaithersburg, Maryland, MNCPPC, VGIN, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

High Injury Network

High Injury Network Projects

10 County and 3 State HIN Corridors underway in FY24

County Maintained HIN Corridor	FY24 Work
Bel Pre Rd* from Layhill Rd to Georgia Ave	Design (awarded MWCOG technical assistance to reach 30% design)
Randolph Rd* from Connecticut Ave to Georgia Ave	Design
Crystal Rock* from Father Hurley Blvd to Germantown Rd	Design, Construct Short Term Recs.
East Gude Dr* from Fredrick Rd (355) to Southlawn Ln	Study
Montgomery Village Ave* from Snouffer School Rd to Midcounty Hwy	Study, Design, Construct short and mid-term recs along with resurfacing project in FY25.
Ridge Rd from Frederick Rd to Crystal Rock Dr	Study
Cherry Hill Rd from US29 to PG Border	Construction of bikeway.
Shady Grove Rd (limits TBD for facility planning)	Facility planning underway.
Seneca Meadows Pkwy from Germantown Rd to Observation Dr	Resurfacing – exploring opportunities for improving pavement friction
Tuckerman La from Rockville Pike to Valerian Ln	Install raised crosswalk at BTT crossing.

*A top 10 priority route as listed in the 2030 Action Plan.



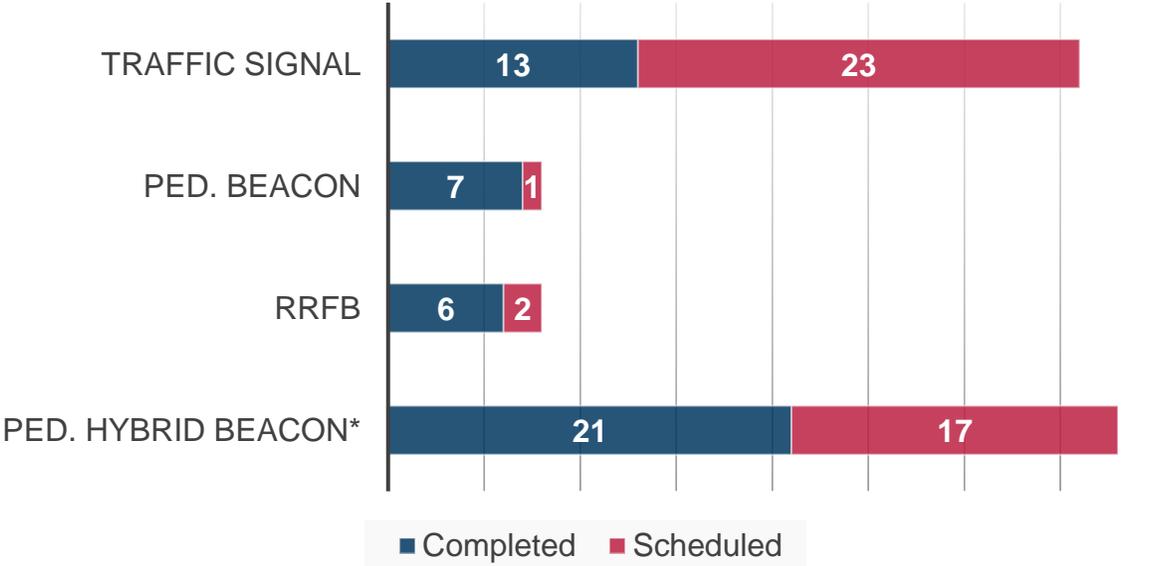
Continue “quick builds” and removing/modifying free right turn lanes.

Protected Crossings (S-3) and Signal Timing (S-4)

Goal to install at least two signals and two beacons each fiscal year. MCDOT awarded State grant to expedite schedule.

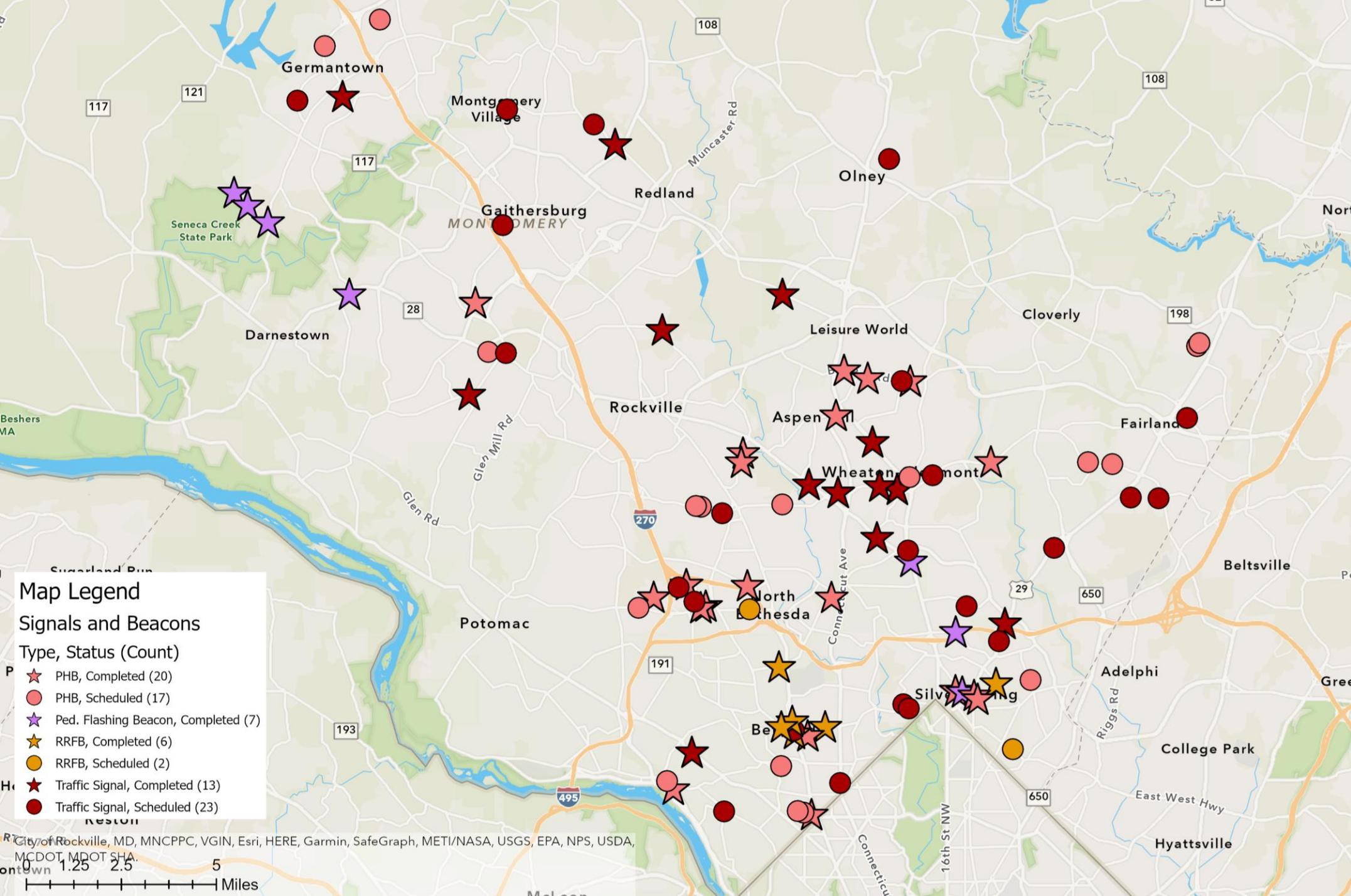


Traffic Signals and Beacons Installed and Scheduled through FY30 as of June 2023



*Includes one completed PHB scheduled to be modified to full signal along Muddy Branch Rd.

Map of Installed and Scheduled Traffic Signals and Beacons (includes SHA and developer projects)

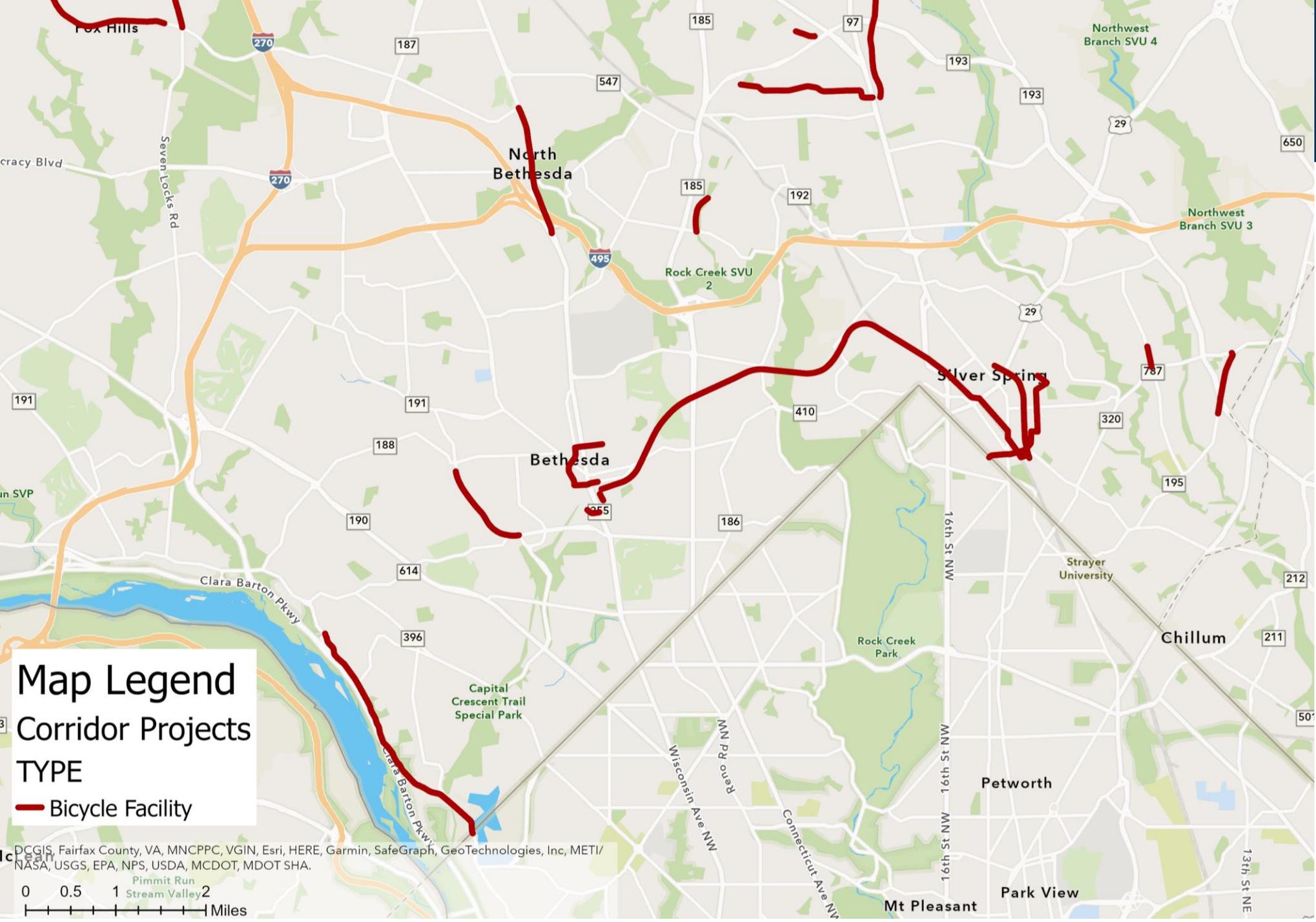


Map Legend
Signals and Beacons
 Type, Status (Count)

- ★ PHB, Completed (20)
- PHB, Scheduled (17)
- ★ Ped. Flashing Beacon, Completed (7)
- ★ RRFB, Completed (6)
- RRFB, Scheduled (2)
- ★ Traffic Signal, Completed (13)
- Traffic Signal, Scheduled (23)

City of Rockville, MD, MNCPPC, VGIN, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA, MCDOT, MDOT SHA.
 0 1.25 2.5 5 Miles

Map of Scheduled and In Progress Bikeway Projects Down County.



Safe Routes to School

Advancing projects + education

Safety projects each year (S-9):

- 5 walkability audits covering 15 school walksheds.
- ~10 projects (can include multiple sub activities) to build sidewalks, spot improvements, and short-term recommendations from walkability audits.

School Bus Stop Safety (T-3):

- MCPS annual route reviews.

Expand Safe Routes to School (P-7, P-8):

- MCDOT continued work with MCPS to build SRTS programming into the curriculum.
- Continue hosting bike skills/safety rodeos with outreach to MCPS to expand the effort into the PE curriculum.



Streetlighting (S-11)

New Projects in Silver Spring

- Finish Bethesda Central Business District upgrades in FY24.
- Begin Silver Spring Central Business District upgrades in FY25.
- Design in FY24 and construction for US29 lighting in FY25.
- Additional level-of-effort projects countywide.





Sidewalk Maintenance and Construction (S-12, S-13)

Speed Management

Safe Speeds through design and enforcement

- Traffic calming: speed humps, lane narrowing, road diets, speed radar displays, and raised crosswalks (S-1, S-2, S-8, S-9)
- Examine Posted Speed Limits on Projects (M-1)
- Officer led high visibility enforcement (M-3, P-6)
- Expansion of automated speed cameras (P-5)

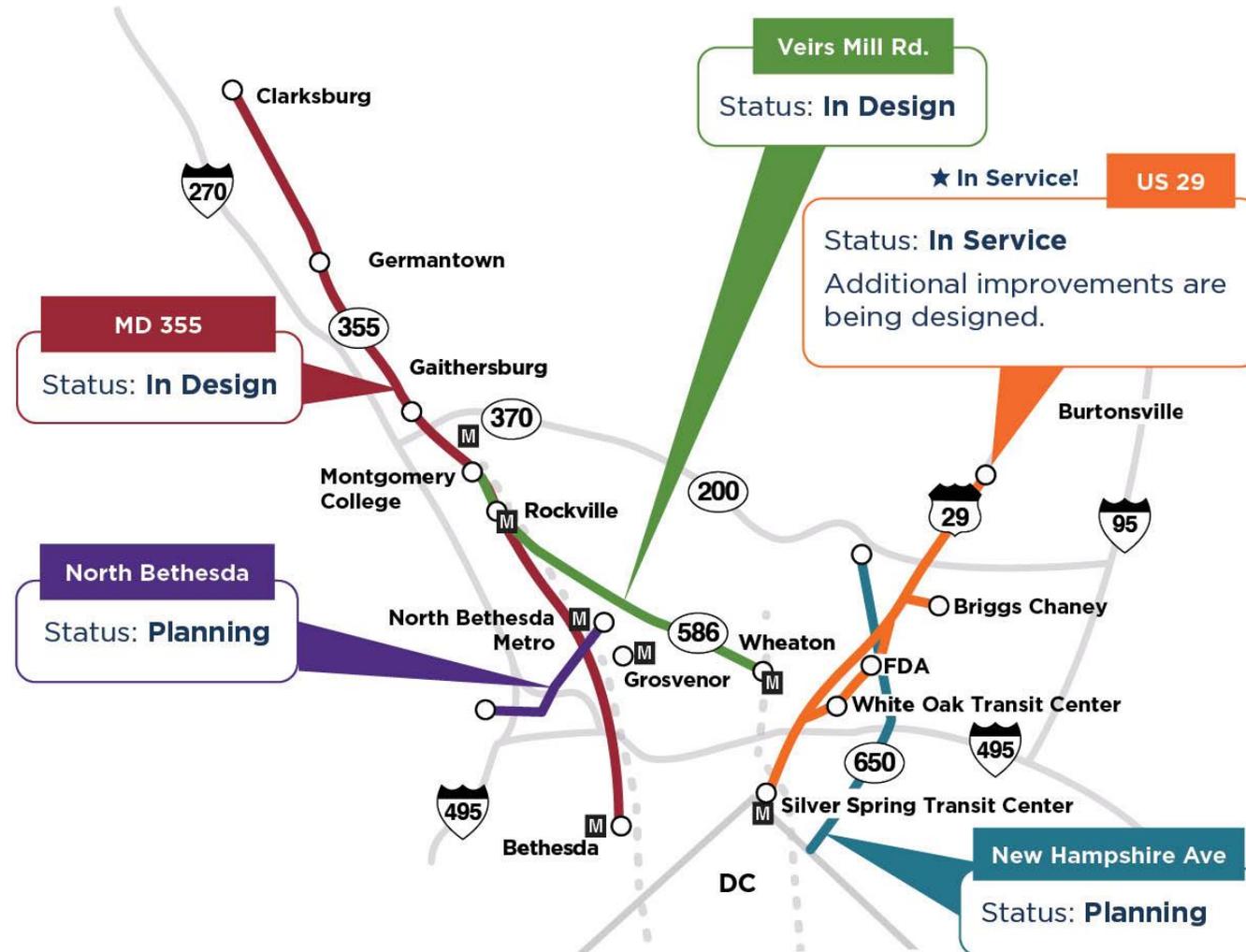




Multimodal Future

Ped/Bike Projects and BRT (S-7, T-1)

Advancing Bike Networks along Purple Line and future Bus Rapid Transit



Veirs Mill Road BRT

Advancing Bicycle-Pedestrian Priority Area Projects along with Bus Line



Corridor Overview

- Pendleton Drive to Norris Drive
 - New shared-use path on the north side west of Newport Mill Road
 - New sidewalk on south side of main roadway
 - New east leg crosswalk at Norris Drive



Transit and School Bus Safety

Bus Stop Safety Audits

- Integrating bus stop safety audits with on-going HIN audits.
- Coordinate with MCPS to determine if bus stop changes or moves are needed.
- Seek automated enforcement for dedicated bus stop lanes.

Master Plans (C)

Aligning community planning with roadway safety

- Update to Master Plan of Highways and Transitways to reflect Complete Streets Classifications
- Two corridor master plans
 - University Boulevard in Wheaton/Four Corners
 - Randolph Road in Glenmont





Safer Fleet Vehicles (V-1)



Culture of Safety



Empowering Communities to Champion Roadway Safety (P-1, P-2, P-3)

Ending Impaired Driving Deaths (P-4)

Seeking state law changes and addressing recreational cannabis

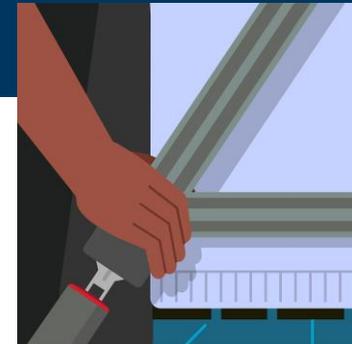
- Continue wet (alcohol) and green (cannabis) labs
- Develop county and state regulatory framework for recreational cannabis
- Recommend State law changes:
 - Lower legal limit from 0.08 to 0.05 BAC.
 - Close “Noah’s Law” loophole to require ignition interlock for drunk drivers given probation before judgement.





**Expansion of Automated
Enforcement (P-5)**

Purposeful, Evidence-Based Policing Practices (P-6)



Driver Yielding to Non-Motorists

Targeted Driver Enforcement at Crosswalks

↑ Increased Driver Yield Rates

Impaired Driving

Publicized Sobriety Checkpoints

↓ 17% Decrease Alcohol-Related Crashes

Speeding

Automated Speed Enforcement

↓ 19% Reduction in Severe Collisions

Unrestrained Occupants

Short Term, High-Visibility Seat Belt Law Enforcement

↑ 16% Increase in Seatbelt Use



**On-Bike Education Curriculum
in MCPS
(P-7, P-8)**

A photograph of a construction site for a sidewalk. The sidewalk is made of concrete and runs down the center of the frame. It is flanked by orange traffic cones and yellow caution tape that says "CAUTION" in black letters. To the left of the sidewalk is a gravel area and a concrete curb. In the background, there are more traffic cones, construction equipment, and houses on a hillside.

THANK YOU

QUESTIONS?